

09/10 Chappie Law Enforcement (FINAL)

FOR OFFICE USE ONLY:

Version # _____

APP # 700411

ITEM 1. Proposed Project

The Chappie-Shasta OHV Area is approximately 60,000 acres in size and is comprised of a mixture of Bureau of Land Management (BLM), Forest Service, Bureau of Reclamation (BOR) and private lands. This area has been used for both casual and event related OHV recreation for approximately 40 years. The BLM managed lands (which includes the BOR land) constitute about 25,000 acres within the OHV area. There are approximately 100 miles of OHV routes and one developed staging facility on BLM managed lands. Most of the BLM lands are concentrated in the northwestern portion of Chappie-Shasta, a region known as Big Gulch, named after the creek flowing westerly through the area. The primary form of recreation in this area is OHV use on the extensive and diverse road and trail network. This area provides numerous and varied OHV opportunities for motorcycle, ATV and 4x4 enthusiasts of all skill levels. Big Gulch is also a popular area for other recreational pursuits such as hunting, hiking, mountain biking and wildlife viewing. This is the most remote and rugged portion of the OHV area with a drive time of about one hour from Redding. This area can also be reached by riding or driving from other designated OHV staging areas within Chappie-Shasta.

Big Gulch is a highly desirable destination due to its diverse and challenging trail network and amazing vista points, highlighted by spectacular views of Mt. Shasta, Lake Shasta, Castle Crags, Mt. Lassen and the Trinity Alps. This area poses a unique challenge to OHV law enforcement due to its distance from the main OHV staging areas. There is no formal staging area within Big Gulch, and OHV user parking in and near this area is dispersed at different pullouts along the main access road. In recent years there has been an increase in OHV use in Chappie-Shasta, including the once lightly used Big Gulch area. Reasons for the increased use include rapid population growth and development in the city of Redding and the surrounding communities, and the recent closure (due to massive fires and resource concerns) of other local OHV riding areas.

The primary access into the Big Gulch area is East Fork Road, which is a narrow, winding, county road approximately three miles in length with many blind corners. One of the most popular parking areas used to access Big Gulch is located at the end of the paved portion of this road. While it is legal to unload and ride from this dispersed parking lot, it is within close proximity to the last few residences on East Fork Road. With the increasing use of this area, conflict has arisen between the users of this parking lot and the nearby residents who complain of dust, noise, and improper riding etiquette. Funding from this project will be used to maintain signing at this parking area. Signs clearly outline OHV rules and regulations, and include education and interpretive (Tread Lightly!, etc.) materials relating to good neighbor policy and responsible use of the area. Funding will also support regular law enforcement patrols of the area to insure compliance with rules and regulations.

The other BLM managed area within Chappie-Shasta is the Copley Mountain OHV Staging Area, located in the southeastern corner of the OHV area. This small day use facility was developed after the closure of Shasta Dam, following the events of 9/11. When the Dam was closed it eliminated the only access into the primary OHV staging facility in Chappie-Shasta. Using California State OHV funds the Redding BLM developed the Copley Mountain OHV Staging Area and Coram Road (route #3) access into the OHV area from the south.

The Copley Mountain OHV Staging Area was completed and dedicated in November, 2004. This facility provides parking for up to 20 vehicles, information kiosks, loading and unloading ramps, vault toilet and immediate trail access. The Copley Mountain Staging Area is located about 15 minutes from the city of Redding. Restrictions for crossing Shasta Dam have eased in the years following 9/11, and it is now possible to access the primary staging area west of the Dam with nothing more than a valid driver license. Even with the Dam staging facilities as an alternative, the Copley Mountain Staging Area has become immensely popular due to its close proximity to Redding and immediate access to a wide variety of trails. Funding from the project will go toward maintaining and improving signing and continuing regular law enforcement patrols in the area.

ITEM 2. Project Coverage

Approximately 100 miles of OHV roads and trails will be patrolled within the Chappie-Shasta OHV Area. In addition, one developed OHV staging area and one dispersed parking lot will receive regular patrols.

ITEM 3. Describe the frequency of the patrols

Some portions of the Chappie-Shasta OHV Area will be patrolled daily. The most frequently patrolled area will be the Copley Mountain OHV Staging Area. This staging area is located 15 minutes from the city of Redding. It is easily reached via a paved county road. This staging area also provides easy and immediate access to many of the more popular OHV trails within Chappie-Shasta.

The more remote portions of Chappie-Shasta will be patrolled using off road motorcycle's ATVs, and 4x4 trucks. These patrols will be carried out a minimum of two times per week.

ITEM 4. Deployment of Personnel

One BLM Law Enforcement Officer and two BLM recreation staff members will be deployed for the purposes of the proposed project.

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1. Identify areas with high priority law enforcement needs because of public safety, cultural resources, and sensitive environmental habitats, including wilderness areas and areas of critical environmental concerns:

Areas with high priority for law enforcement needs include informal parking areas and developed staging areas. The most frequently used parking/staging for OHV use is the Copley Mountain Staging Area, located off of Iron Mountain Road. The other primary access is East Fork Road. There is a small parking area at the end of East Fork Road, which has steadily gained in popularity. Concerns within both of these areas are general public safety, enforcement of state and federal OHV laws, and conflict with adjacent land owners and non-motorized recreationists seeking water access at Keswick Reservoir and non-motorized trail access at the Sacramento River Rail Trail.
2. Describe how the proposed Project relates to OHV Recreation and will sustain OHV Recreation, motorized off-highway access to non-motorized recreation, or OHV Opportunities associated with the Project Area:

By enforcing State and Federal OHV regulations under the CVC code and the 43 CFR specific laws relating to OHV use, this project will ensure OHV user compliance, thus reducing potential for conflict with other users and improving the overall recreation experience for all. By performing routine patrols and enforcing laws in high priority areas, conflict will be reduced between OHV users and non-motorized recreation users who use these same access points. Funding from this project will also provide protection for adjacent private lands and sensitive resources (two potential threats to sustained OHV recreation in this area). This project will also support increased patrols of the more remote trail systems within the area to ensure consistent compliance with rules and regulations.
3. Describe the Applicant's formal or informal cooperation with other law enforcement agencies:

Due to the mixed land ownership pattern in and around the Chappie-Shasta OHV Area, several Federal and local agencies must work cooperatively during law enforcement efforts. BLM Redding Field Office Law Enforcement Rangers routinely communicate and cooperate with Bureau of Reclamation, Forest Service, Park Service and Shasta County Sheriff Office Law Enforcement Officers during OHV enforcement actions.

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4. Does the Applicant recover a portion of the law enforcement costs directly associated with privately sponsored OHV events where sponsors have obtained a local permit? ☐ Yes ☒ No
(Please select Yes or No)

Explain

No additional law enforcement coverage is deemed neccassary during permitted events, so no additional funds are required by the permit applicant to hold the event.
5. The Applicant agrees to implement a public education program that includes information on safety programs available in the area and how to report OHV violations? ☒ Yes ☐ No
(Please select Yes or No)
6. Describe the Applicant's OHV law enforcement training program including how the training program educates personnel to address OHV safety and natural and cultural resource protection:

The Redding BLM patrol staff has received training in emergency response and OHV enforcement. Staff training includes: first responder, ATV Rider Safety, sound testing techniques, and spark arrestor identification. BLM Rangers work closely with staff specialists in identifying potential threats to cultural and natural resources resulting from illegal OHV use. Rangers and specialists also work together to decide upon appropriate action to mitigate and repair damage caused by illegal OHV use. Additionally, enforcement rangers attend an annual mandatory training in the enforcement of 43 CFR, including OHV laws. BLM Rangers are also detailed to work in heavy use OHV areas in southern California such as the Glamis dunes during busy holiday weekends. These work details result in increased knowledge and practical application of laws related to OHV enforcement.

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7. Is the proposed project in accordance with local or federal plans and the OHMVR Division Strategic Plan? (Please select Yes or No) ☒ Yes ☐ No
8. LOCAL AGENCIES ONLY - Describe the Applicant's policies and/or agreements regarding enforcement on federal land:
9. COUNTIES ONLY - Describe how the OHV in-lieu of tax funds are being used and whether the use of these fees complements the Applicant's project:

Law Enforcement - Page 4

10. APPLICANTS WHO MANAGE OHV RECREATION FACILITIES – Describe how your organization is meeting its operation and maintenance needs:
- The Redding BLM Field Office manages approximately 100 miles of OHV trails and two trail heads, including one with restroom and trash collection facilities within the Chappie-Shasta OHV Area. Resources and funding for management and maintenance of these facilities comes from a combination of BLM operational budgets, California State Parks OHV funds, and volunteer efforts.
11. The Applicant agrees to enforce the registration of OHVs and the other provision of Division 16.5 commencing with Section 38000 of the vehicle code and to enforce other applicable laws regarding the operation of OHVs? (Please select Yes or No) ☒ Yes ☐ No

Project Cost Estimate

FOR OFFICE USE ONLY:		Version # _____	APP # _____
APPLICANT NAME :	BLM - Redding Field Office		
PROJECT TITLE :	09/10 Chappie Law Enforcement (FINAL)	PROJECT NUMBER (Division use only) :	G09-01-14-L01
PROJECT TYPE :	<input type="checkbox"/> Acquisition <input type="checkbox"/> Development <input type="checkbox"/> Education & Safety <input type="checkbox"/> Ground Operations <input checked="" type="checkbox"/> Law Enforcement <input type="checkbox"/> Planning <input type="checkbox"/> Restoration		
PROJECT DESCRIPTION :	<p>The Chappie-Shasta OHV Area is approximately 60,000 acres in size and is comprised of a mixture of Bureau of Land Management (BLM), Forest Service, Bureau of Reclamation (BOR) and private lands. This area has been used for both casual and event related OHV recreation for approximately 40 years. The BLM managed lands (which includes the BOR land) constitute about 25,000 acres within the OHV area. There are approximately 100 miles of OHV routes and one developed staging facility on BLM managed lands. Most of the BLM lands are concentrated in the northwestern portion of Chappie-Shasta, a region known as Big Gulch, named after the creek flowing westerly through the area. The primary form of recreation in this area is OHV use on the extensive and diverse road and trail network. This area provides numerous and varied OHV opportunities for motorcycle, ATV and 4x4 enthusiasts of all skill levels. Big Gulch is also a popular area for other recreational pursuits such as hunting, hiking, mountain biking and wildlife viewing. This is the most remote and rugged portion of the OHV area with a drive time of about one hour from Redding. This area can also be reached by riding or driving from other designated OHV staging areas within Chappie-Shasta.</p> <p>Big Gulch is a highly desirable destination due to its diverse and challenging trail network and amazing vista points, highlighted by spectacular views of Mt. Shasta, Lake Shasta, Castle Crags, Mt. Lassen and the Trinity Alps. This area poses a unique challenge to OHV law enforcement due to its distance from the main OHV staging areas. There is no formal staging area within Big Gulch, and OHV user parking in and near this area is dispersed at different pullouts along the main access road. In recent years there has been an increase in OHV use in Chappie-Shasta, including the once lightly used Big Gulch area. Reasons for the increased use include rapid population growth and development in the city of Redding and the surrounding communities, and the recent closure (due to massive fires and resource concerns) of other local OHV riding areas.</p> <p>The primary access into the Big Gulch area is East Fork Road, which is a narrow, winding, county road approximately three miles in length with many blind corners. One of the most popular parking areas used to access Big Gulch is located at the end of the paved portion of this road. While it is legal to unload and ride from this dispersed parking lot, it is within close proximity to the last few residences on East Fork Road. With the increasing use of this area, conflict has arisen between the users of this parking lot and the nearby residents who complain of dust, noise, and improper riding etiquette. Funding from this project will be used to maintain signing at this parking area. Signs clearly outline OHV rules and regulations, and include education and interpretive (Tread Lightly!, etc.) materials relating to good neighbor policy and responsible use of the area. Funding will also support regular law enforcement patrols of the area to insure compliance with rules and regulations.</p> <p>The other BLM managed area within Chappie-Shasta is the Copley Mountain OHV Staging Area, located in the southeastern corner of the OHV area. This small day use facility was developed after the closure of Shasta Dam, following the events of 9/11. When the Dam was closed it eliminated the only access into the primary OHV staging facility in Chappie-Shasta. Using California State OHV funds the Redding BLM developed the Copley Mountain OHV Staging Area and Coram Road (route #3) access into the OHV area from the south.</p> <p>The Copley Mountain OHV Staging Area was completed and dedicated in November, 2004. This facility provides parking for up to 20 vehicles, information kiosks, loading and unloading ramps, vault toilet and immediate trail access. The Copley Mountain Staging Area is located about 15 minutes from the city</p>		

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
Agency: BLM - Redding Field Office
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	of Redding. Restrictions for crossing Shasta Dam have eased in the years following 9/11, and it is now possible to access the primary staging area west of the Dam with nothing more than a valid driver license. Even with the Dam staging facilities as an alternative, the Copley Mountain Staging Area has become immensely popular due to its close proximity to Redding and immediate access to a wide variety of trails. Funding from the project will go toward maintaining and improving signing and continuing regular law enforcement patrols in the area.
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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
DIRECT EXPENSES							
Program Expenses							
1	Staff						
	Law Enforcement Officers	500.000	45.000	HRS	18,000.00	4,500.00	22,500.00
	Park Ranger	350.000	30.000	HRS	0.00	10,500.00	10,500.00
	Other-OHV Coordinator	250.000	45.000	HRS	0.00	11,250.00	11,250.00
	Total for Staff				18,000.00	26,250.00	44,250.00
2	Contracts						
	Other-OHV Brochure Printing	1.000	8000.000	EA	8,000.00	0.00	8,000.00
3	Materials / Supplies						
	Safety Equipment Notes : Safety Equipment will include helmets, goggles, gloves, chest protectors, elbow and knee gaurds, motorcycle boots and pants and jerseys, for the two Redding BLM Law Enforcement Rangers who will be carrying out motorcycle mounted trail patrol duties.	1.000	2000.000	MISC	2,000.00	0.00	2,000.00
4	Equipment Use Expenses						
	Vehicle Operations and Maintenance	60.000	60.000	DAY	0.00	3,600.00	3,600.00
	Other-Motorcycle and ATV Fuel	20.000	5.000	DAY	0.00	100.00	100.00
	Total for Equipment Use Expenses				0.00	3,700.00	3,700.00
5	Equipment Purchases						

Project Cost Estimate for Grants and Cooperative Agreements Program - 2009/2010
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Application: 09/10 Chappie Law Enforcement (FINAL)

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	Line Item	Qty	Rate	UOM	Grant Request	Match	Total
6	Others						
7	Indirect Costs						
	Indirect Costs-Indirect Costs	1.000	2800.000	MISC	0.00	2,800.00	2,800.00
Total Program Expenses					28,000.00	32,750.00	60,750.00
TOTAL DIRECT EXPENSES					28,000.00	32,750.00	60,750.00
TOTAL EXPENDITURES					28,000.00	32,750.00	60,750.00

Project Cost Summary for Grants and Cooperative Agreements Program - 2009/2010
Agency: BLM - Redding Field Office
Application: 09/10 Chappie Law Enforcement (FINAL)

2/25/2010

	Line Item	Grant Request	Match	Total	Narrative
DIRECT EXPENSES					
Program Expenses					
1	Staff	18,000.00	26,250.00	44,250.00	
2	Contracts	8,000.00	0.00	8,000.00	
3	Materials / Supplies	2,000.00	0.00	2,000.00	
4	Equipment Use Expenses	0.00	3,700.00	3,700.00	
5	Equipment Purchases	0.00	0.00	0.00	
6	Others	0.00	0.00	0.00	
7	Indirect Costs	0.00	2,800.00	2,800.00	
Total Program Expenses		28,000.00	32,750.00	60,750.00	
TOTAL DIRECT EXPENSES		28,000.00	32,750.00	60,750.00	
TOTAL EXPENDITURES		28,000.00	32,750.00	60,750.00	

Environmental Review Data Sheet (ERDS)

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ITEM 1 and ITEM 2

ITEM 1

- a. ITEM 1 - Has a CEQA Notice of Determination (NOD) been filed for the Project? ☐ Yes ☒ No
(Please select Yes or No)

ITEM 2

- b. Does the proposed Project include a request for funding for CEQA and/or NEPA document preparation prior to implementing the remaining Project Deliverables (i.e., is it a two-phased Project pursuant to Section 4970.06.1(b)) (Please select Yes or No) ☐ Yes ☒ No

ITEM 3 - Project under CEQA Guidelines Section 15378

- c. ITEM 3 - Are the proposed activities a "Project" under CEQA Guidelines Section 15378? ☒ Yes ☐ No
(Please select Yes or No)
- d. The Application is requesting funds solely for personnel and support to enforce OHV laws and ensure public safety. These activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. (Please select Yes or No) ☐ Yes ☒ No
- e. Other. Explain why proposed activities would not cause any physical impacts on the environment and are thus not a "Project" under CEQA. DO NOT complete ITEMS 4 – 10

ITEM 4 - Impact of this Project on Wetlands

There are no wetlands or navigable waters identified within the project area. Sensitive habitats have been identified in the Habitat Management Plan. Impacts would be minimal because law enforcement patrol vehicles would remain within the road and trail corridors.

ITEM 5 - Cumulative Impacts of this Project

Resource specialists of the BLM Redding Field Office have considered the cumulative effects of vehicle patrol and the placement of signs within the project area. It has been determined that the impacts of these activities done at the levels specified in the project and taking place over several years would not be cumulatively significant. However, taking no action could cause cumulative impacts including increased illegal activity, and resource damage from lack of law enforcement and signing.

ITEM 6 - Soil Impacts

The project has been analyzed with regard to significant effect on the environment due to substantial soil erosion or the loss of topsoil. After consultation with staff specialists, it has been determined that the proposed activities will not have a significant effect on the environment due to substantial soil erosion or loss of topsoil.

ITEM 7 - Damage to Scenic Resources

The proposed actions are within the view shed of a one-mile portion of State Scenic Highway 151 located between Shasta Lake City and Shasta Dam. Refer to the attached map. The proposed project is not within the view shed of any other State Scenic Highways. The views of the project area from Highway 151 would be from over one mile away, making it difficult to see the actual on the ground activities. All existing roads and trails that will be patrolled under this project were in place before the designation of Highway 151 as a State Scenic Highway. Thus, this proposed project would not impact the view shed from State Scenic Highway 151.

ITEM 8 - Hazardous Materials

Is the proposed Project Area located on a site included on any list compiled pursuant to Section 65962.5 of the California Government Code (hazardous materials)? (Please select Yes or No) ☐ Yes ☒ No

If YES, describe the location of the hazard relative to the Project site, the level of hazard and the measures to be taken to minimize or avoid the hazards.

ITEM 9 - Potential for Adverse Impacts to Historical or Cultural Resources

Would the proposed Project have potential for any substantial adverse impacts to historical or cultural resources? (Please select Yes or No) ☐ Yes ☒ No

Discuss the potential for the proposed Project to have any substantial adverse impacts to historical or cultural resources.

The Project has been analyzed by the Redding Field Office historical and cultural resources specialist and it has been determined that it poses no potential for any substantial adverse impacts to historical or cultural resources.

ITEM 10 - Indirect Significant Impacts

This project will result in a decrease of indirect impacts caused by user groups riding where they are not supposed to, such as the closed portions of the Sacramento River Rail Trail and East Fork Road.

CEQA/NEPA Attachment

Attachments:

[Law Enforcement CX](#)
[Law Enforcement CX DR](#)